

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Antelope Valley Transit Authority
Project Name:	Electric Bus Infrastructure Improvements - LCTOP Phase II
Project Type: <i>See Attachment A</i>	Aii: Install infrastructure to support zero-emission or plug-in hybrid vehicles and equipment
Description of Project (Short):	AVTA is seeking funds to procure, construct and install the infrastructure improvements necessary to provide sixty nine (69) overnight charging stations for our proposed fleet of electric vehicles.
Project Location:	42210 6th St West Lancaster, CA 93534
Project Start Date (anticipated):	Jul-16
Project End Date (anticipated):	Dec-16

Funding Information:

Funding Year:	FY15/16
Requested Amount of PUC 99313:	\$0
Requested Amount of PUC 99314:	\$118,796
Total LCTOP Funding:	\$118,796
Total Project Cost:	\$5,686,500

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	
Project Life:	20 years
Estimated Total GHG Reduction:	

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	Route 785: 6037207502, 6037207710, 6037207301, 6037207400. Route 786: 603770110. Route 787: 6037106604, 6037109100, 6037109500, 6037113234, 6037134001, 6037134521, 6037139303
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	LCTP 1C: Project provides incentives for vehicles or equipment that reduce air pollution on fixed routes that are primarily within a disadvantaged community or vehicles that serve transit stations or stops in a disadvantaged community.
Qualitative Description of DAC Benefit?	The conversion from diesel to electric will eliminate the use of polluting transit buses and will allow AVTA to transition to a 100% battery electric, zero emission fleet.
Describe the DAC Need Project Addresses?	There are numerous zip codes throughout the DAC census tract - see identification above & refer to attach maps.
Total GGRF \$ Allocated to DAC	\$118,796

Co-benefit

Critical Air Pollution Reduction:	100%
VMT Reduction:	N/A
Ridership Increase	N/A
Fuel Use Reduction:	100%
Energy Use Reduction:	

Low Carbon Transit Operations Program (LCTOP)
PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

Regional Entity:	
Project Lead: Antelope Valley Transit Authority	County: Los Angeles
Project Title: Electric Bus Infrastructure Improvements - LCTOP Phase II	

Project Lead:

I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Name: Len Engel

Signature: *Colly Ronisick for LEN ENGEL*

Title: Executive Director

Agency: Antelope Valley Transit Authority

Date: 1-Feb-16

Amount: \$118,796

Contributing Sponsor(s):

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.**

Name:

Signature:

Title:

Agency:

Date:

Amount:

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

	<i>LCTOP Allocation</i>	<i>15/16</i>	<i>16/17</i>	<i>17/18</i>
Request Amount per PUC 99313:		\$0	\$0	\$0
Request Amount per PUC 99314:		\$118,796	\$0	\$0
Total Project Allocation Request:		\$118,796	\$0	\$0
Project Title:	Electric Bus Infrastructure Improvements - LCTOP Phase II			
Project Location/Address:	42210 6th St. West, Lancaster, CA 93534			

Table 1: Project Lead Information

		Legislative District Numbers	
Agency Name:	Antelope Valley Transit Authority	Assembly:	36
Contact Person:	Len Engel	Senate:	21
Contact Phone #:	661-729-2206	Congressional:	25
Email Address:	lengel@avta.com	Amount:	PUC Funds Type:
Address:	42210 6th St. West	\$ 118,796	99314
	Lancaster, CA 93534	\$	

Table 2: Contributing Sponsor Information

Name:	N/A	Amount :	PUC Fund Type:
Contact:		\$	
Contact Phone #:		\$	
Email Address:			
Address:			
Other Contributing Sponsors: (Attach sheet with contact information)		Amount:	PUC Fund Type:
Name:	N/A	\$	
Name:		\$	
Name:		\$	

TOTAL \$118,796

(*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

Table 3: Type of Project

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes).

Operations Projects		Capital Projects	
<input type="checkbox"/>	A1	<input type="checkbox"/>	Ai
<input type="checkbox"/>	A2	<input type="checkbox"/>	Aii
<input type="checkbox"/>	A3	<input type="checkbox"/>	Aiii
<input type="checkbox"/>	A4	<input type="checkbox"/>	Aiv
<input type="checkbox"/>	A5		
		<input type="checkbox"/>	B1
		X	B2
		<input type="checkbox"/>	B3
		<input type="checkbox"/>	B4
		<input type="checkbox"/>	Bi
		<input type="checkbox"/>	Bii
		<input type="checkbox"/>	Bii

Table 4: Project Summary

a) Project Description - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

AVTA's project aligns with category B2: LOW CARBON TRANSPORTATION PROJECT THAT SUPPORT NEW/ENHANCES TRANSIT SERVICES by installing new infrastructure to support zero emission equipment. AVTA is seeking funds to procure, construct and install the infrastructure improvements necessary to provide sixty nine (69) overnight charging stations for our proposed fleet of electric vehicles. At the direction of the Board, AVTA is in the process of transitioning their entire transit fleet from diesel to electric, zero emission vehicles. AVTA's board adopted goal is to be 100% electric by December 2018. In order to provide overnight charging to these vehicles, we will have to install the necessary wiring, conduit and basic energy delivery equipment on site at a 1 charger to 1 bus ratio. We have hired an engineering firm, and had preliminary plans drawn placing this construction project along the south side of AVTA's maintenance and bus parking facility. This project was initially slated for 50 total chargers, but with the adoption of the 100% electric goal by 2018, we have expanded and accelerated this project and added additional chargers necessary to power the entire fleet. AVTA is requesting funds for the new additional chargers. Last year's LCTOP request helped to fund 16 in ground chargers, this years funds will add 69 additional chargers to complete the charging infrastructure to charge the entire fleet of AVTA buses; both local transit and commuter.

b) Project Location - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information,

<http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

See attached maps

c) Project Life - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital: 20 years

Operations: 20 years

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

a) Greenhouse Gas Reduction - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

By virtue of size and engine technology, older-model year diesel buses are a large source of pollution. California Air Resource Board's EMFAC model reports that a 2003 Gillig diesel bus emits 0.037 g of PM and 6.6 g of NOx per mile. On an annual basis, by taking an older 2003 Gillig diesel bus off the road, this project will save 13,900 gallons of diesel and eliminate 145 tons of CO2 annually. AVTA believes this project will bring immediate cost reductions and environmental benefits. This project tackles one of the biggest contributors of GHG's, transportation fuels. With this infrastructure improvements, and the implementation, AVTA can reduce our greenhouse gas emissions and improve our renewable power position.

b) Increased Mode Share - Describe how this project will directly increase mode share.

By transitioning from diesel to electric, we are reducing our per mile cost from an average of \$1.12 cents per mile to 31 cents per mile. This will allow AVTA to expand service and attract additional riders. With the savings per mile times the of miles we operate per year, we are calculating a significant savings in fuel costs. With our two current electric demonstration buses, we are experiencing how popular and attractive they are to our current and new riders. On the routes they are deployed on, passengers have allowed the older diesels to pass them by in favor of waiting for the electric bus that is on route. The attraction of a fully electric bus is high among riders who are interested in being eco-friendly and interested in saving the environment. The market for zero emission all-electric transit vehicles is set to grow at an exponential rate in the coming years. According to a 2013 American Public Transportation Association (APTA) study Millennial & Mobility: Understanding the Millennial Mindset, public transit is ranked highest among millennials as the best means to connect to other modes of transportation. Factors contributing to the narrowing preference gap between public transit and personal automobiles among millennials include growing urbanization, prevalence of mobile computing technologies and financial considerations in times of economic constraint. This demographic shift toward public transportation and away from traditional personal automobiles will make a large, sustainable public transit bus fleet a critical part of America's transportation infrastructure in the coming years. Indeed, decisions from national, state and local policymakers have already responded to this projected increase in demand for clean transit buses. Transit agencies throughout the United States have begun to actively seek out zero emission bus vendors to help accommodate the demand increase in public transit while minimizing the environmental impacts, such as excessive GHG emissions and other heavy pollutants normally associated with fossil fuel-powered buses. Our local transit service is the primary mode of transportation for many of the residents of the Antelope Valley, while our commuter service provides many other AV residents with employment and school opportunities in the LA Basin. Our overall annual ridership has steadily increased every year; from 2011 - 2014, AVTA shows a 29.2% increase in ridership. During the same period, we have actually decreased our vehicle revenue hours by 7.5%, which means we have steadily attracted more and more riders from their single occupancy vehicles onto public transportation. This project will enhance our system productivity by increasing the efficiency and ensuring the long-term viability of our transportation system here in the Antelope Valley. > continued on separate page below<

c) Disadvantaged Communities (DAC) Project Criteria

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantaged community (e.g., vouchers, reduced fares, transit passes).

Low Carbon Transportation Projects

<input type="checkbox"/>	1A	<input type="checkbox"/>	2A
<input type="checkbox"/>	1B	<input checked="" type="checkbox"/>	2B
<input type="checkbox"/>	1C	<input type="checkbox"/>	2C
<input type="checkbox"/>	1D		

Transit Projects

<input type="checkbox"/>	1A	<input type="checkbox"/>	1G	<input type="checkbox"/>	2E
<input type="checkbox"/>	1B	<input type="checkbox"/>	1H	<input type="checkbox"/>	2F
<input type="checkbox"/>	1C	<input type="checkbox"/>	2A	<input type="checkbox"/>	2G
<input type="checkbox"/>	1D	<input type="checkbox"/>	2B	<input type="checkbox"/>	2H
<input type="checkbox"/>	1E	<input type="checkbox"/>	2C	<input type="checkbox"/>	2I
<input type="checkbox"/>	1F	<input type="checkbox"/>	2D		

d) Disadvantaged Communities (DAC) (if applicable*) - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

e) Co-Benefits - Check all additional Benefits/Outcomes.

<input checked="" type="checkbox"/> Improved Safety	<input type="checkbox"/> Coordination with Educational Institutions
<input checked="" type="checkbox"/> Improved Public Health	<input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12
<input checked="" type="checkbox"/> Reduced Operating/Maintenance Cost	<input type="checkbox"/> Promotes Active Transportation (walking, biking)
<input checked="" type="checkbox"/> Increase System Reliability	<input checked="" type="checkbox"/> Promotes integration with other modes of transportation
<input checked="" type="checkbox"/> Other Benefits (describe below)	

f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.

AVTA believes this project will bring immediate cost reductions and environmental benefits. This project tackles the one of the biggest contributors of GHG's: transportation fuels. With this infrastructure improvements, and the implementation, AVTA can reduce our greenhouse gas emissions and improve our renewable power position.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	Jul-16
End Construction Phase (Contract Acceptance)	Dec-16
Begin Vehicle/Equipment Order (Contract Award)	N/A
End Vehicle/Equipment Order (Contract Acceptance)	N/A
Begin Closeout Phase	Dec-16
End Closeout Phase	Jan-17

Effective 11/15

Operations Projects	
Begin expanded/enhanced transit services	N/A
End expanded/enhanced transit services	N/A
Begin Closeout Phase	N/A
End Closeout Phase	N/A

START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.

Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)

Table 7: Operations Project Description

a) Describe the operating plan for this system.

N/A

b) Describe the fare structure for this system.

N/A

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

N/A

d) Describe the assumptions and process for how the operating cost projections were developed.

N/A

> continued from page 5 <

As the only public transit agency operating throughout the Cities of Palmdale, Lancaster, and the unincorporated areas of Los Angeles County, it is imperative that we have buses necessary to meet established service. As our fleet continues to age and we extend the useful life in order to fund the transition of the fleet from diesel to electric, it is crucial we begin work on the necessary infrastructure improvements immediately. As we take delivery of each new electric bus, we must have the ability to put them into service as quickly as possible and have the ability to charge their batteries during the off-peak evening hours. By having the charging infrastructure already in place, we will be able to make the transition smoothly and remove the older, diesel emission producing buses off the road, and replace them with cleaner electric, zero emission buses. Many of our routes reach out to serve sprawling, low-density rural cities (example: Littlerock, Lake LA, Sun Village, and Pearblossom). These buses will serve as replacements to vehicles that will have exceeded their useful life in terms of both time and mileage. In order to replace our diesel buses with electric buses at the substantially higher upfront costs, we have extended the replacement schedule by an additional two years, which keeps older buses on the road longer, and the potential increases for mechanical breakdowns. Our headways are a minimum of 30 minutes, and if there is a breakdown, headways can turn into much longer delays for our passengers. In the absence of additional funding to procure electric buses (the only type our board will authorize the agency to procure), we run the risk of even further delays to the replacement schedule, and the increasing preventive maintenance costs as our fleet continues to age and deteriorate.

Low Carbon Transit Operations Program

TOTAL PROJECT COST AND FUNDING PLAN

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Person preparing this form (please type or print) Judy Phone: 661-729-2234 Date: 1/28/2016
Vaccaro-Fry

Approval Authority: Sign and date February 1, 2016

Typed name and phone number:

Len Engel 661-729-2206

Calvin Vaccaro for LEN ENGEL

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	FY 16	FY	FY	FY	FY	FY	Total
PA&ED	166,638	80,064	0	0	0	0	0	246,702
PS&E	0	0	0	0	0	0	0	0
R/W	110,000	0	0	0	0	0	0	110,000
CON	2,097,222	608,486	0	0	0	0	0	2,705,708
Veh/Equip Purchase	1,918,686	705,404	0	0	0	0	0	2,624,090
Operations/Other	0	0	0	0	0	0	0	0
TOTAL	4,292,546	1,393,954	0	0	0	0	0	5,686,500

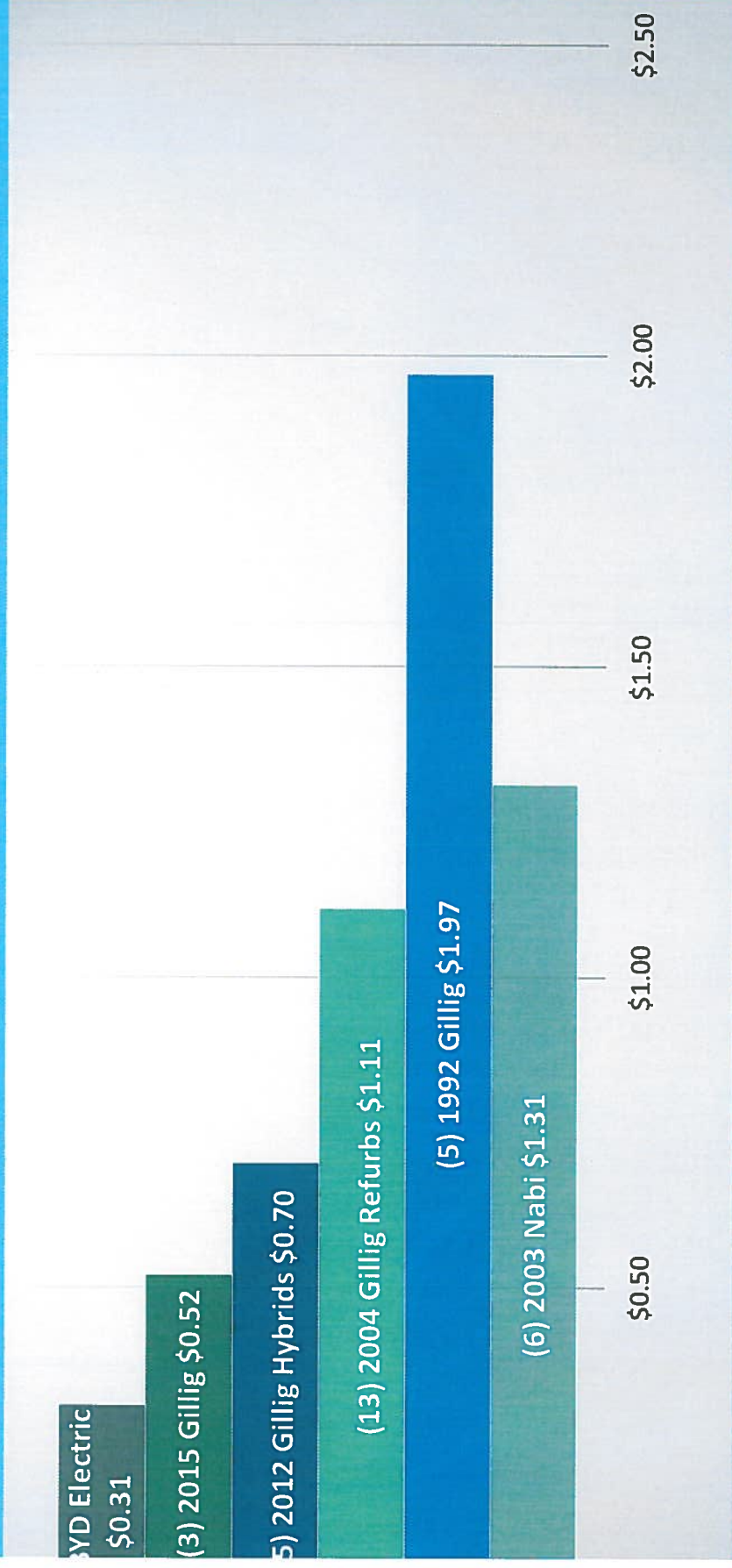
Low Carbon Transit Operations Program (LCTOP)								Total
Component	Prior	FY 16	FY	FY	FY	FY	FY	
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase	40,687	118,796						159,483
Operations/Other								0
TOTAL	40,687	118,796	0	0	0	0	0	159,483

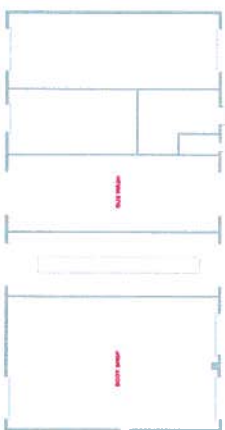
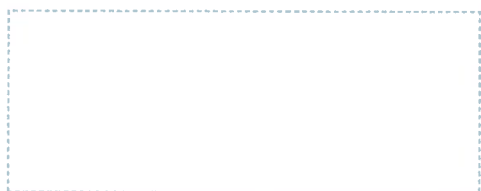
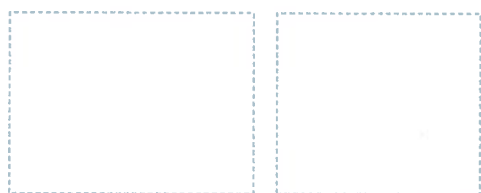
Funding Source: Local Funds								Total
Component	Prior	FY 16	FY	FY	FY	FY	FY	
PA&ED	166,638	80,064						246,702
PS&E	0	0						0
R/W	0	0						0
CON	0	608,486						608,486
Veh/Equip Purchase	740,221	586,608						1,326,829
Operations/Other								0
TOTAL	906,859	1,275,158	0	0	0	0	0	2,182,017

Funding Source: Transit & Intercity Rail Capital Program								Total
Component	Prior	FY 16	FY	FY	FY	FY	FY	
PA&ED								0
PS&E								0
R/W	110,000							110,000
CON	2,097,222							2,097,222
Veh/Equip Purchase	1,137,778							1,137,778
Operations/Other								0
TOTAL	3,345,000	0	0	0	0	0	0	3,345,000

Funding Source:								Total
Component	Prior	FY 16	FY	FY	FY	FY	FY	
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Cost per Mile by Class





786 Century City/West Los Angeles

Monday-Friday Only

A.M. Runs Southbound from Lancaster/Palmdale to Century City/West Los Angeles

	A	B	C	D	E	F	
Depart Lancaster City Park	Depart Palmdale Transportation Center	Gayley and Strathmore UCLA	Westwood and Wilshire Blvd.	Constellation and Avenue. of the Stars	Wilshire Blvd. and Rodeo Dr.	Wilshire Blvd. and La Cienega	Santa Monica Blvd. and La Brea Ave.
4:00	4:15	5:45	5:55	6:03	6:10	6:16	6:24
4:30	4:50	6:20	6:30	6:38	6:45	6:51	6:59
4:50	5:10	6:40	6:50	6:58	7:05	7:11	7:19

A.M. Runs 4 & 5 head the opposite direction.

	F	E	D	C	B	A	
Depart Lancaster City Park	Depart Palmdale Transportation Center	La Brea Ave. and Santa Monica Blvd.	Wilshire Blvd. and La Cienega	Wilshire Blvd. and Rodeo Dr.	Constellation and Avenue. of the Stars	Westwood and Wilshire Blvd.	Gayley and Strathmore UCLA
5:20	5:35	7:10	7:20	7:25	7:36	7:44	7:49
5:40	6:00	7:35	7:45	7:50	8:01	8:09	8:14

Morning stops at the following locations:

Gayley & Strathmore; Westwood & Wilshire; Avenue of the Stars & Santa Monica; Constellation & Avenue of the Stars; Century Park East & Constellation; Santa Monica & Wilshire; Wilshire & Rodeo (El Camino); Wilshire & Crescent Heights; Wilshire & San Vicente; Wilshire & Fairfax; Wilshire & Masselin; La Brea & 6th Street; La Brea & Beverly; La Brea & Melrose; La Brea & Santa Monica.

P.M. Runs Northbound from Century City/West Los Angeles to Palmdale/Lancaster

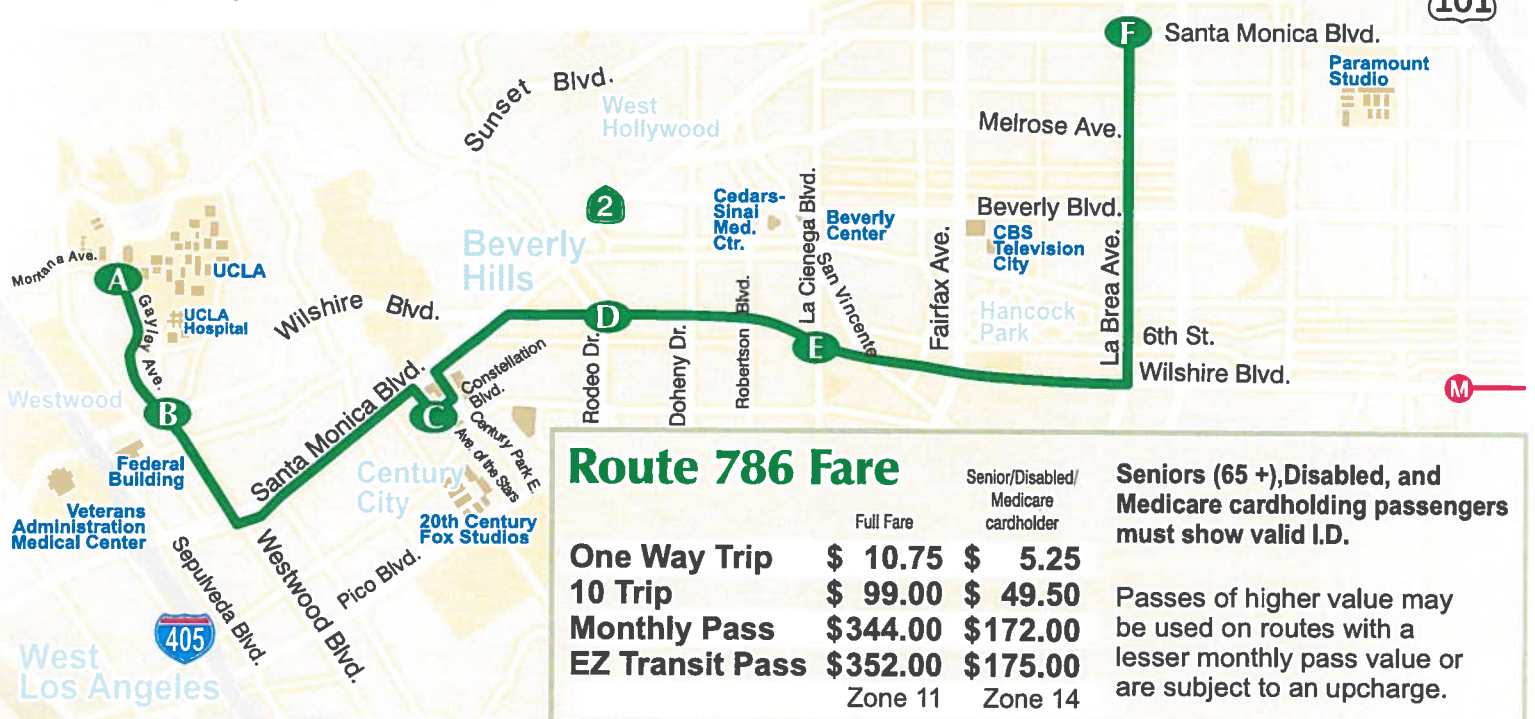
	F	E	D	C	B	A	
Santa Monica Blvd. and La Brea Ave.	Wilshire Blvd. and La Cienega	Wilshire Blvd. and Rodeo Dr.	Avenue. of the Stars and Constellation	Wilshire and Westwood Blvd.	Gayley and Strathmore UCLA	Arrive Palmdale Transportation Center	Arrive Lancaster City Park
2:50	3:00	3:05	3:18	3:28	3:38	4:58	5:13
3:20	3:30	3:35	3:48	3:59	4:09	5:29	5:44
4:00	4:10	4:15	4:28	4:41	4:51	6:16	6:31
4:20	4:30	4:35	4:48	5:01	5:11	6:36	6:51
4:50	5:07	5:12	5:25	5:38	5:48	7:13	7:28

Afternoon stops at the following locations:

La Brea & Santa Monica; La Brea & Melrose; La Brea & Beverly; Wilshire & La Brea; Wilshire & Masselin; Wilshire & Fairfax; Wilshire & Crescent Heights; Wilshire & San Vicente; Wilshire & La Cienega; Wilshire & Robertson; Wilshire & La Peer; Wilshire & Doheny; Wilshire & Canon; Wilshire & Rodeo; Santa Monica & Wilshire; Century Park East & Santa Monica; Century Park East & Constellation; Avenue of the Stars & Constellation; Wilshire & Westwood; Gayley & Strathmore.

AVTA passes can be purchased online or at local vendors and stored on your reusable TAP CARD!

taptogo.net



Route 786 Fare

	Full Fare	Senior/Disabled/ Medicare cardholder
One Way Trip	\$ 10.75	\$ 5.25
10 Trip	\$ 99.00	\$ 49.50
Monthly Pass	\$344.00	\$172.00
EZ Transit Pass	\$352.00	\$175.00
	Zone 11	Zone 14

Seniors (65 +), Disabled, and Medicare cardholding passengers must show valid I.D.

Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

785 Downtown Los Angeles

Monday-Friday Only

A.M. Runs Southbound from Lancaster/Palmdale to Los Angeles

		A	B	C	D
Depart Lancaster City Park	Depart Palmdale Transportation Center	Spring St. and Temple St.	Flower St. and 5th St.	6th St. and Spring St.	Arrive Union Station
3:50	4:05	5:25	5:30	5:35	5:42
4:10	4:25	5:45	5:50	5:55	6:02
4:30	4:45	6:05	6:10	6:15	6:22
4:45	5:00	6:35	6:41	6:47	6:55
5:00	5:15	6:50	6:56	7:02	7:10
5:20	5:35	7:10	7:16	7:22	7:30
5:40	6:00	7:40	7:46	7:52	8:00
6:10	6:30	8:15	8:21	8:27	8:35
6:30	6:50	8:35	8:41	8:47	8:55

P.M. Runs Northbound from Los Angeles to Palmdale/Lancaster

	E	F	G	D		
Depart 8th St. and Spring St.	Figueroa St. and 5th St.	Main St. and Temple St.	Union Station	Arrive Palmdale Transportation Center	Arrive Lancaster City Park	
2:50	2:56	3:07	3:14	4:30	4:45	RUN 1
3:10	3:16	3:27	3:34	4:50	5:05	RUN 2
3:30	3:36	3:47	3:54	5:10	5:25	RUN 3
3:50	3:58	4:09	4:17	5:36	5:51	RUN 4
4:15	4:23	4:34	4:42	6:01	6:16	RUN 5
4:35	4:43	4:54	5:02	6:21	6:36	RUN 6
5:00	5:08	5:19	5:27	6:52	7:07	RUN 7
5:20	5:28	5:39	5:47	7:12	7:27	RUN 8
5:40	5:48	5:59	6:07	7:32	7:47	RUN 9

Morning stops are made at the following locations:

Spring & Temple; Spring & 1st; 1st & Hill; Hope & 1st; Flower & 3rd; Flower & 5th; Flower & 6th; Flower & 7th; 7th & Grand; 6th & Olive; 6th & Spring; Union Station.

Afternoon stops are made at the following locations:

8th & Spring; 8th & Olive; 8th & Grand; Figueroa & 7th; Figueroa & 6th; Figueroa & 5th; Flower & 3rd; Hope & 1st; 1st & Olive; 1st & Hill; Main & 1st; Main & Temple; Union Station.

Route 785 Fare

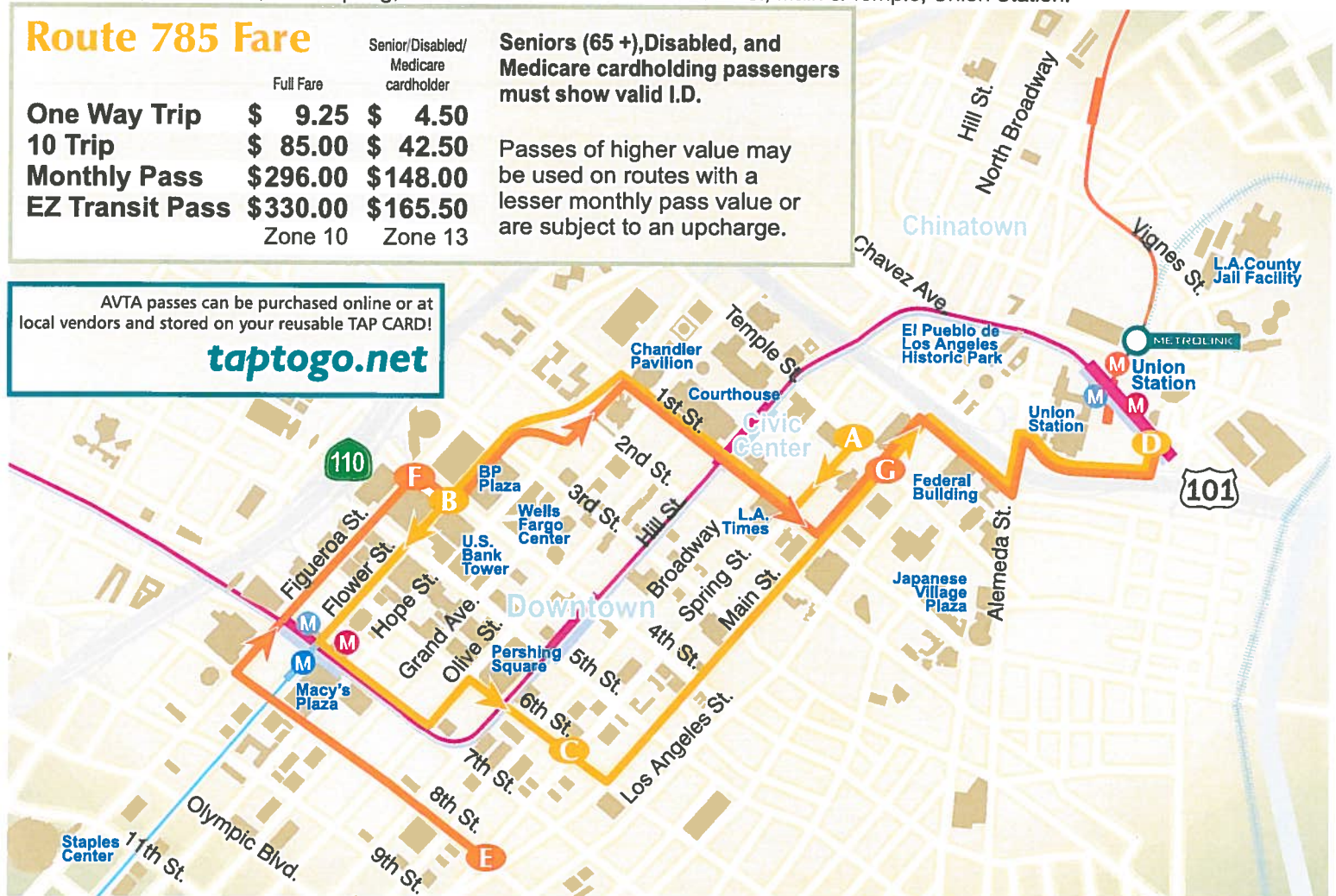
	Full Fare	Senior/Disabled/ Medicare cardholder
One Way Trip	\$ 9.25	\$ 4.50
10 Trip	\$ 85.00	\$ 42.50
Monthly Pass	\$296.00	\$148.00
EZ Transit Pass	\$330.00	\$165.50
	Zone 10	Zone 13

Seniors (65 +), Disabled, and Medicare cardholding passengers must show valid I.D.

Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

AVTA passes can be purchased online or at local vendors and stored on your reusable TAP CARD!

taptogo.net



787

West San Fernando Valley

Monday-Friday Only

**A.M. Runs Southbound
from Lancaster/Palmdale to
West San Fernando Valley**

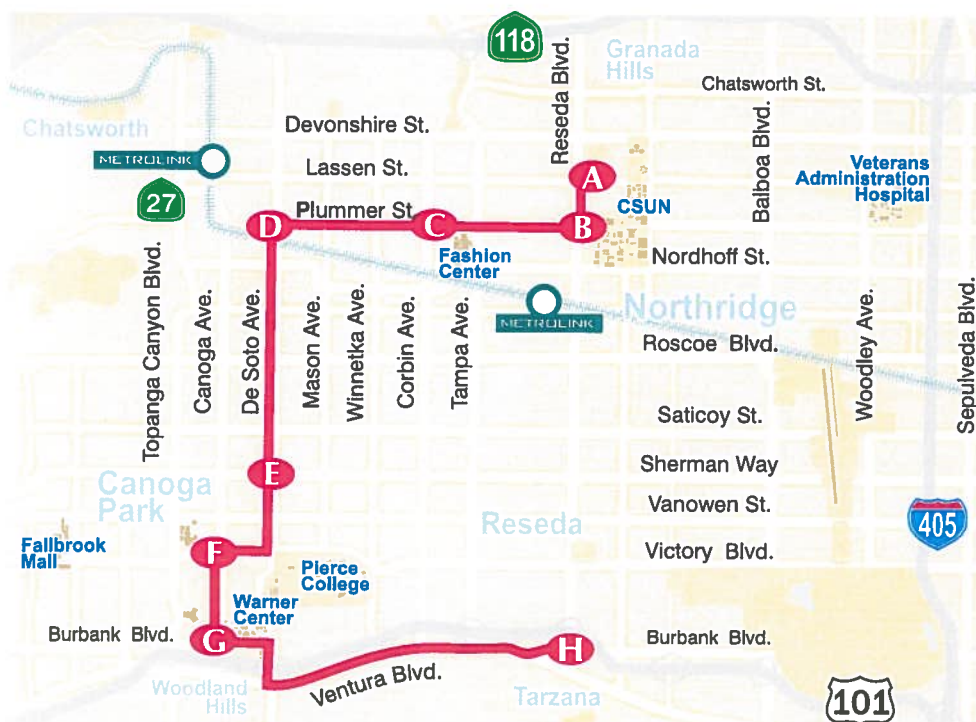
A.M. Stop locations: Reseda & Devonshire; Plummer & Reseda; Plummer & Tampa; Plummer & Corbin; Plummer & Winnetka; Plummer & Mason; Desoto & Plummer; Desoto & Nordhoff; Desoto & Roscoe; Desoto & Saticoy; Desoto & Sherman Way; Desoto & Vanowen; Victory & Variel; Canoga & Victory; Canoga & Trillium; Canoga & Erwin; Canoga & Oxnard; Canoga & Burbank; Northrup; Kaiser; Ventura & Kelvin; Ventura & Winnetka; Ventura & Tampa; Ventura & Reseda.

**P.M. Runs Northbound
from West San Fernando Valley
to Palmdale/Lancaster**

P.M. Stop locations: Ventura & Reseda; Ventura & Tampa; Ventura & Winnetka; Ventura & Kelvin; Kaiser; Northrup; Canoga & Burbank; Canoga & Oxnard; Canoga & Erwin; Canoga & Trillium; Canoga & Victory; Victory & Variel; Desoto & Vanowen; Desoto & Sherman Way; Desoto & Saticoy; Desoto & Roscoe; Desoto & Nordhoff; Desoto & Plummer; Plummer & Mason; Plummer & Winnetka; Plummer & Corbin; Plummer & Tampa; Plummer & Reseda; Reseda & Devonshire.

	A	B	C	D	E	F	G	H		
	Depart Lancaster City Park	Depart Palmdale Transportation Center	Reseda and Devonshire	CSUN Transit Center	Plummer and Corbin	De Soto and Plummer	De Soto and Sherman Way	Canoga and Victory	Canoga and Burbank (Warner Ctr.)	Ventura and Reseda (Tarzana)
RUN 1	4:00	4:15	5:10	5:19	5:23	5:28	5:34	5:39	5:44	5:55
RUN 2	4:20	4:35	5:30	5:39	5:43	5:48	5:54	5:59	6:04	6:15
RUN 3	4:40	4:55	5:50	5:59	6:03	6:08	6:14	6:19	6:24	6:35
RUN 4	5:00	5:15	6:10	6:19	6:23	6:28	6:34	6:39	6:44	6:55
RUN 5	5:20	5:35	6:35	6:46	6:51	6:57	7:04	7:10	7:16	7:28
RUN 6	5:40	5:55	6:55	7:06	7:11	7:17	7:24	7:30	7:36	7:48
RUN 7	6:00	6:20	7:35	7:46	7:51	7:57	8:04	8:10	8:16	8:28
RUN 8	6:20	6:40	7:55	8:06	8:11	8:17	8:24	8:30	8:36	8:48
RUN 9	6:30	6:50	8:05	8:16	8:21	8:27	8:34	8:40	8:46	8:58

	H	G	F	E	D	C	B	A		
	Ventura and Reseda (Tarzana)	Canoga and Burbank (Warner Ctr.)	Canoga and Victory	De Soto and Sherman Way	De Soto and Plummer	Plummer and Corbin	CSUN Transit Center	Reseda and Devonshire	Arrive Palmdale Transportation Center	Arrive Lancaster City Park
RUN 1	2:50	3:02	3:06	3:12	3:20	3:24	3:33	3:37	4:32	4:47
RUN 2	3:10	3:22	3:26	3:32	3:40	3:44	3:53	3:57	4:52	5:07
RUN 3	3:30	3:42	3:46	3:52	4:00	4:04	4:13	4:17	5:12	5:27
RUN 4	3:50	4:02	4:06	4:12	4:20	4:24	4:33	4:37	5:32	5:47
RUN 5	4:10	4:22	4:27	4:34	4:49	4:53	5:04	5:09	6:09	6:24
RUN 6	4:30	4:42	4:47	4:54	5:14	5:18	5:29	5:34	6:34	6:49
RUN 7	4:50	5:02	5:07	5:14	5:39	5:43	5:54	5:59	6:59	7:14
RUN 8	5:10	5:22	5:27	5:34	5:59	6:03	6:14	6:19	7:19	7:34
RUN 9	5:40	5:52	5:57	6:04	6:19	6:23	6:34	6:39	7:39	7:54



AVTA passes can be purchased online or at local vendors and stored on your reusable TAP CARD!

taptogo.net

Route 787 Fare

	Full Fare	Senior/Disabled/ Medicare cardholder
One Way Trip	\$ 8.75	\$ 4.25
10 Trip	\$ 80.00	\$ 40.00
Monthly Pass	\$280.00	\$140.00
EZ Transit Pass	\$308.00	\$156.00
	Zone 9	Zone 12

Seniors (65 +), Disabled, and Medicare cardholding passengers must show valid I.D.

Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

Authorized Agent

AS THE

Acting Executive Director
(Chief Executive Officer / Director / President / Secretary)

OF THE

ANTELOPE VALLEY TRANSIT AUTHORITY
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid for Fiscal Year 2014-2015 funds. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Judy Vaccaro-Fry, Grants Administrator
(Name and Title of Authorized Agent)

OR

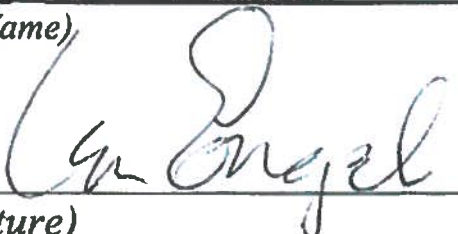
Colby Konisek, Director of Finance
(Name and Title of Authorized Agent)

OR

(Name and Title of Authorized Agent)

Len Engel
(Print Name)

Acting Executive Director
(Title)


(Signature)

Approved this 27th day of January, 2015

**BOARD OF DIRECTORS
ANTELOPE VALLEY TRANSIT AUTHORITY
RESOLUTION #2016-002**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ANTELOPE VALLEY TRANSIT AUTHORITY
AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATION AND ASSURANCES FOR THE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

WHEREAS, Antelope Valley Transit Authority (AVTA) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, in order to be eligible to receive Fiscal Year 2015/2016 funding, it was necessary to have certain documents signed and submitted by February 1, 2016; and

WHEREAS, the Authorization delegates authority to the Director of Finance/Grants Administrator to execute the certifications and assurances and other required documents.

WHEREAS, the fund recipient agrees to comply with all conditions and requirements set forth in the Certifications and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the **Antelope Valley Transit Authority** that the Authorization for the Execution of the Certificates and Assurances for the Low Carbon Transit Operations Program, executed by the Chairman of the Board on February 23, 2016, which authorizes the Director of Finance/Grants Administrator to execute the certifications and assurances and any other required documents.

Agency Board 1st Designee: Colby J. Konisek, Director of Finance

Agency Board 2nd Designee: Judy Vaccaro-Fry, Grants Administrator

PASSED, APPROVED AND ADOPTED this 23rd day of February 2016.

AYES: 6

NAYS: 0

ABSTAIN: 0

ABSENT: 0


Marvin Christ, Board Chairman
CRIST

ATTEST:

APPROVED AS TO FORM:


Karen S. Darr Clerk of the Board


Allison E. Burns, General Counsel

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

AS, Antelope Valley Transit Authority is an eligible project sponsor and may receive state funds from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for projects; and

AS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

AS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the implementing agency for the LCTOP; and

AS, the Department has developed guidelines for the purpose of administering and distributing funds to eligible project sponsors (local agencies); and

AS, Antelope Valley Transit Authority wishes to delegate authorization to execute these projects; and any amendments thereto to the *(Transit Manager, Grants Manager, Chief Executive Officer)*

WHEREFORE, BE IT RESOLVED by the Board of Directors of **Antelope Valley Transit Authority** that the fund recipient agrees to comply with all conditions and requirements set forth in the Certifications and Assurances document and applicable statutes, regulations and guidelines for all LCTOP transit projects.

WHEREFORE, BE IT FURTHER RESOLVED that the Director of Finance be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

BOARD DESIGNEE: Colby J. Konisek, Director of Finance


Nathan L. Hickling
Chairman of the Board